Claims

1. A link platform for transferring baggage from one location to another location comprising:

an x-y conveying system capable of movement backwards or forwards in an x direction and capable of movement backwards or forwards in a y direction, ~~wherein~~ the y direction is at an angle to the x direction;~~.~~

a radio frequency identification system capable of receiving, storing or transmitting radio frequency, wherein the x-y conveying system is activatable by information on an radio frequency tag of a baggage; and

an actuator capable of moving the baggage from one location to another location based on the information received from the radio frequency tag.

~~2. The link platform according to claim 1, further comprising a radio frequency identification system capable of receiving, storing or transmitting radio frequency.~~

~~3. The link platform according to claim 1 or 2, further comprising an actuator capable of moving baggage from one location to another location based on information received from the baggage.~~

4~~2~~. The link platform according to claim ~~3~~1, wherein the actuator is a motor capable of driving the x-y conveying system in at least one direction.

5~~3~~. The link platform according to claim ~~3~~1, wherein the actuator is a plunger capable of pushing a baggage off the link platform.

6~~4~~. The link platform according to any one of the preceding claims, wherein the link platform is attached to a moveable cart comprising;

a container for receiving and/or holding baggage, the container comprising a base and a top side connected by containment sides,

wherein the link platform extends at an angle from one of the containment sides, the x direction substantially parallel to the containment side from which it extends

and the y direction substantially perpendicular to the containment side from which it extends for movement of baggage into or out of the cart.

~~7~~5. The link platform according to claim ~~6~~4, wherein the link platform is vertically moveable with respect to the containment side such that the link platform is capable of being raised or lowered to a plurality of locations between the top side and the base of the movable cart.

~~8~~6. The link platform according to claim ~~6~~ 4 or ~~7~~5, wherein the container of the cart comprises a plurality of shelves for receiving and/or holding baggage.

~~9~~7. The link platform according to claim ~~8~~6, wherein one or more of the plurality of shelves comprises a conveyer capable of moving baggage along the self.

~~10~~8. The link platform according to claim 6~~8~~ or ~~9~~7, wherein one or more of the plurality of shelves is vertically moveable with respect to the containment side such that the one or more moveable shelves is capable of being raised or lowered to a plurality of locations between the top side and the base.

~~11~~9. The link platform according to any one of claims ~~6-10~~4-8, wherein the link platform is capable of rotating about a location that it connects to the containment side to form a side door of the cart.

~~12~~10. The link platform according to any one of claims ~~6-10~~4-8, wherein at least one of the containment sides is capable of being opened and closed to form a side door.

~~13~~11. The link platform according to any one of claims ~~6-12~~4-10, wherein the container further comprises a partition dividing the container into a first housing and a second housing.

~~14~~12. A moveable cart comprising;
a container for receiving and/or holding baggage, the container comprising a base and a top side connected by containment sides, and
a link platform comprising: an x-y conveying system capable of movement backwards or forwards in an x direction and capable of movement backwards or forwards in a y direction; a radio frequency identification system capable of receiving, storing or transmitting radio frequency, wherein the x-y conveying system is activatable by information on an radio frequency tag of a baggage; and an actuator capable of moving the baggage from one location to another location based on the information received from the radio frequency tag, wherein the link platform extends at an angle from one of the containment sides, the x direction substantially parallel to the containment side from which it extends and the y direction at an angle to the x direction for movement of baggage into or out of the cart.

~~15~~13. The moveable cart according to claim ~~14~~12, wherein the link platform is vertically moveable with respect to the containment side such that the link platform is capable of being raised or lowered to a plurality of locations between the top side and the base of the movable cart.

~~16~~14. The moveable cart according to claim ~~14~~ 12 or 13~~15~~, wherein the container of the cart comprises a plurality of shelves for receiving and/or holding baggage.

~~17~~15. The moveable cart according to claim ~~16~~14, wherein one or more of the plurality of shelves comprises a conveyer capable of moving baggage along the self.

~~18~~16. The moveable cart according to claim ~~16~~ 14 or ~~17~~15, wherein one or more of the plurality of shelves is vertically moveable with respect to the containment side such that the one or more moveable shelves is capable of being raised or lowered to a plurality of locations between the top side and the base.

~~19~~17. The moveable cart according to any one of claims ~~14~~12-~~18~~16, wherein the link platform is capable of rotating about a location that it connects to the containment side to form a side door of the cart.

~~20~~18. The moveable cart according to any one of claims ~~14~~12-~~18~~17, wherein at least one of the containment sides is capable of being opened and closed to form a side door.

~~21~~19. The moveable cart according to any one of claims ~~14~~12-~~20~~18, wherein the container further comprises a partition dividing the container into a first housing and a second housing.

~~22. The moveable cart according to any one of claims 14-21, further comprising a radio frequency identification system capable of receiving, storing or transmitting radio frequency.~~

~~23~~20. The moveable cart according to any one of claims ~~14~~12-~~22~~19, further comprising a global positioning system capable of aligning and linking the moveable cart with a second moveable cart according to any one of claims ~~13~~12-~~21~~19 such that the link platform of the first and second movable cart are parallel with the container of the first moveable cart therebetween.

~~24~~21. A method for transferring baggage from one location to another location comprising moving a baggage on a link platform comprising an x-y conveying system; moving the baggage on the link platform in one of several directions comprising backwards or forwards in an x direction; or backwards or forwards in a y direction

Whereby a radio frequency identification system on the link platform receives information from a radio frequency tag attached to a baggage;

information from the radio frequency tag indicates the intended direction of the baggage; and activates the x-y conveyer system to move the baggage in the intended direction.

2522. The method according to claim 2421, wherein the baggage is moved to or from the link platform into or out from a cart comprising a container comprising a base and a top side connected by containment sides.

2623. The method according to claim 2522, wherein the baggage in the cart is moved on a conveyer along the inside of the cart.

2724. The method according to claim 2522, wherein the baggage in the cart is moved on a conveyer through the cart.

2825. The method according to claim 25 22or 26, wherein the baggage is moved vertically with respect to the containment side on the link platform before it enters the cart or on a shelf when inside the cart.

29. The method according to claim 24, wherein a radio frequency identification system on the link platform receives information from a radio frequency tag attached to the baggage.

3026. The method according to any one of claims 2921-25, wherein the information from the radio frequency tag is transmitted to a control station.

31. The method according to claim 29, wherein the information indicates the intended direction of the baggage and the x-y conveyer system moves the baggage in the intended direction.

~~32. The method according to claim 29, wherein the information indicates the intended direction of the baggage and an actuator moves the baggage in that direction.~~

~~33~~27. The method according to claim ~~24~~21, wherein the baggage is moved from the link platform to a baggage conveyor.

Claims

1. A link platform for transferring baggage from one location to another location comprising:
an x-y conveying system capable of movement backwards or forwards in an x direction and capable of movement backwards or forwards in a y direction, the y direction is at an angle to the x direction;
a radio frequency identification system capable of receiving, storing or transmitting radio frequency, wherein the x-y conveying system is activatable by information on an radio frequency tag of a baggage; and
an actuator capable of moving the baggage from one location to another location based on the information received from the radio frequency tag.

2. The link platform according to claim 1, wherein the actuator is a motor capable of driving the x-y conveying system in at least one direction.

3. The link platform according to claim 1, wherein the actuator is a plunger capable of pushing a baggage off the link platform.

4. The link platform according to any one of the preceding claims, wherein the link platform is attached to a moveable cart comprising;
a container for receiving and/or holding baggage, the container comprising a base and a top side connected by containment sides,
wherein the link platform extends at an angle from one of the containment sides, the x direction substantially parallel to the containment side from which it extends and the y direction substantially perpendicular to the containment side from which it extends for movement of baggage into or out of the cart.

5. The link platform according to claim 4, wherein the link platform is vertically moveable with respect to the containment side such that the link platform is capable of being raised or lowered to a plurality of locations between the top side and the base of the movable cart.

6. The link platform according to claim 4 or 5, wherein the container of the cart comprises a plurality of shelves for receiving and/or holding baggage.

7. The link platform according to claim 6, wherein one or more of the plurality of shelves comprises a conveyer capable of moving baggage along the self.

8. The link platform according to claim 6 or 7, wherein one or more of the plurality of shelves is vertically moveable with respect to the containment side such that the one or more moveable shelves is capable of being raised or lowered to a plurality of locations between the top side and the base.

9. The link platform according to any one of claims 4-8, wherein the link platform is capable of rotating about a location that it connects to the containment side to form a side door of the cart.

10. The link platform according to any one of claims 4-8, wherein at least one of the containment sides is capable of being opened and closed to form a side door.

11. The link platform according to any one of claims 4-10, wherein the container further comprises a partition dividing the container into a first housing and a second housing.

12. A moveable cart comprising;
a container for receiving and/or holding baggage, the container comprising a base and a top side connected by containment sides, and
a link platform comprising: an x-y conveying system capable of movement backwards or forwards in an x direction and capable of movement backwards or forwards in a y direction; a radio frequency identification system capable of receiving, storing or transmitting radio frequency, wherein the x-y conveying system is activatable by information on an radio frequency tag of a baggage; and an actuator capable of moving the baggage from one location to another location

based on the information received from the radio frequency tag, wherein the link platform extends at an angle from one of the containment sides, the x direction substantially parallel to the containment side from which it extends and the y direction at an angle to the x direction for movement of baggage into or out of the cart.

13. The moveable cart according to claim 12, wherein the link platform is vertically moveable with respect to the containment side such that the link platform is capable of being raised or lowered to a plurality of locations between the top side and the base of the movable cart.

14. The moveable cart according to claim 12 or 13, wherein the container of the cart comprises a plurality of shelves for receiving and/or holding baggage.

15. The moveable cart according to claim 14, wherein one or more of the plurality of shelves comprises a conveyer capable of moving baggage along the self.

16. The moveable cart according to claim 14 or 15, wherein one or more of the plurality of shelves is vertically moveable with respect to the containment side such that the one or more moveable shelves is capable of being raised or lowered to a plurality of locations between the top side and the base.

17. The moveable cart according to any one of claims 12-16, wherein the link platform is capable of rotating about a location that it connects to the containment side to form a side door of the cart.

18. The moveable cart according to any one of claims 12-17, wherein at least one of the containment sides is capable of being opened and closed to form a side door.

19. The moveable cart according to any one of claims 12-18, wherein the container further comprises a partition dividing the container into a first housing and a second housing.

20. The moveable cart according to any one of claims 12-19, further comprising a global positioning system capable of aligning and linking the moveable cart with a second moveable cart according to any one of claims 12-19 such that the link platform of the first and second movable cart are parallel with the container of the first moveable cart therebetween.

21. A method for transferring baggage from one location to another location comprising moving a baggage on a link platform comprising an x-y conveying system; moving the baggage on the link platform in one of several directions comprising backwards or forwards in an x direction; or backwards or forwards in a y direction
Whereby a radio frequency identification system on the link platform receives information from a radio frequency tag attached to a baggage;
information from the radio frequency tag indicates the intended direction of the baggage; and activates the x-y conveyer system to move the baggage in the intended direction.

22. The method according to claim 21, wherein the baggage is moved to or from the link platform into or out from a cart comprising a container comprising a base and a top side connected by containment sides.

23. The method according to claim 22, wherein the baggage in the cart is moved on a conveyer along the inside of the cart.

24. The method according to claim 22, wherein the baggage in the cart is moved on a conveyer through the cart.

25. The method according to claim 22, wherein the baggage is moved vertically with respect to the containment side on the link platform before it enters the cart or on a shelf when inside the cart.

26. The method according to any one of claims 21-25, wherein the information from the radio frequency tag is transmitted to a control station.

27. The method according to claim 21, wherein the baggage is moved from the link platform to a baggage conveyor.